



THURSDAY, AUGUST 20, 1909. Showers to-day, fresh south winds, becoming variable.

PRESIDENT'S LABOR INQUIRY.

HOW THE UNIONS TRY TO EX-CLUDE NON-UNION MEN.

Attempts to Cause Discharge of Non-Inton Men by Complaints to Make Places for Union Men-Most Interference Found in Navy Department.

WASHINGTON, Aug. 19 .- Secretary Root. Acting Secretary of the Navy Darling and Secretary Cortelyou of the Department of Commerce and Labor confirmed to-day the story printed exclusively in THE SUN this morning that an inquiry in regard to the influence of labor unions on Government work had been ordered by the President and was now in progress.

From official sources it was learned that the purpose of the investigation is to determine whether the labor unions are attempting to exercise any control over Government employees.

The reports sent to the Department of Commerce by the Secretary of War and the Acting Secretary of the Navy show several instances in which labor organizations endeavored to dictate to the officials. The report from the War Department disclosed the fact that at several of the ordnance factories labor unions had interfered with the policy of the officers in

At Watertown arsenal the secretary of a labor organization protested against the purchase of material by contract from contractors who, it was charged worked their men more than eight hours a day. At another arsenal there was trouble because the union sought to influence the services of workmen on piece work.

At the Brooklyn navy yard a labor union urged that only one class of employees should put into naval vessels the small gas pipes through which electric wires are carried. As explained at the Navy Department to-day, it was a question whether workmen belonging to the gasfitters' union or the electrical union should do the work. The question was settled, however, without any difficulty, because the officials of the Navy Department determined to do what they pleased in the matter, and would not be dictated to by the union.

An interesting feature of the efforts of the labor unions to cause trouble for nonunion men working in shops with union men is disclosed in Secretary Darling's report. It is shown that while the unions took no direct part in these efforts as labor organizations, the union men sought to prejudice the officials against non-union men by charging that they were not capable mechanics.

It was found that no discrimination was practised in the employment of workmen. A man presenting himself as a machinist and offering suitable credentials would get work in the order of his application, but once installed in his place his trouble with the union would begin. There would be no open fight against him, but complaints to the commanding officer from union men would be received, saying that the nonunion machinist was not a machinist at all. In this way it would be sought to ring about his discharge, and make way for the employment of a union man who

might be next on the list of applicants. It was apparent from some of these reports that the union men hoped by such a process of elimination to dispose eventuand bring about the unionizing of the Government shops. This condition is said to have been noticed at times in the navy vards at Washington, New York and Mare Island.

Acting Secretary Darling said this after noon that there had been instances in which representatives of labor unions had come to him on labor questions, but in matters affecting the workmen in Government shops it was always made plain to the officer of the labor union that the Department could examine only into the individual complaints of its workmen. He had also insisted that no discrimination against non-union men would be tolerated in any of the works under control of the Navy Department.

The result of the inquiry made by the War Department indicated that there had the ordnance factories, armories and arsenals than in the Navy Department. Secretary Root called upon Gen. Crozier, Chief of Ordnance, to make a complete investigation of labor conditions in all the factories under the control of the Ordnance Department, and an indication of the nature of the information desired by the President is found in the questions sent out by Gen. Crozier to the officers in charge of the ordnance shops.

The following are a few of the questions

Have the employees in this arsenal formed unions? Have questions arisen regarding the con

trol of the business of the arsenal? Is there any refusal on the part of the

union men to work with non-union men? Is any effort being made on the part of the ion to control the individual product of An officer of one of the arsenals reported

that efforts had been made to dictate how much piecework should be turned out Another officer replied that the secretary of a labor union had complained to the Secretary of War that the commanding officer of the arsenal was violating the Eight-Hour law because he had obtained articles under contract from contractors who worked their men more than eight hours. It was said at the War Department to-day that the Government had experienced little trouble with labor unions at arsenals. One reason for this, it is said, is that there is in existence an old statute making it a punishable offence to entice workmen

from any arsenal or armory. This old statute was brought to light some time ago by one of the officers of the Ordnance Department. It is Section 1668 of the Revised Statutes, approved May 7, 1800, and is as follows:

If any person procures or entices an artificer or workman retained or employed n any arsenal or armory to depart from same during the continuance of his engagement, or to avoid or break his contract With the United States, or if any person after due notice of the engagement, retains, hires or in any wise employs, harbors or conceals such artificer or workman, he shall be fined not more than \$50, or be imprisoned

not more than three months. Section 1669 provides for the punishment of any workman who obstinately refuses to perform the work allotted to him.

Remember, all R. R. tickets bet. N. Y. and Albany are good via Day Line Steamers. Music.—Adv.

Health at Richfield Springs. Magnificent bathing establishment; excellent tels. Through sleepers daily via Lackawanna droad, 8:45 P. M. Parlor cars on 10 A. M. train. LABOR TO WAR ON ROOSEVELT? Attitude on Non-Union Men in Government Employ Causes a Threat.

CHICAGO, Aug. 19 .- Members of the Engineers' Union announced to-day, upon reading President Roosevelt's intention to see that non-unionists should not be discriminated against in Government departments, that a national movement would be started to defeat him for renomination and for election if the fight in the nominating convention is unsuccessful.

Neil C. McCallum, business agent of the local engineers' organization, proposes to start the movement in this State.

"When a preacher wants a job he must first join a conference or be a graduate of a certain college," declared the labor official. "When a lawyer wants to transact business in the United States courts he must join an association. Yet when we say that a man should not work unless he joins a society composed of his brother workers we are condemned. This rule of Roosevelt's will defeat him in the next Presidential campaign."

SQUADRON AT ROCKLAND, ME. North Atlantic Fleet in Rendezvous-Pre paring for War Cames.

ROCKLAND, Me., Aug. 19 .- Seven of the warships of the North Atlantic fleet which took part in the review by President Roosevelt off Oyster Bay on Monday, and one which joined the fleet on the way, arrived here this afternoon. When the fleet started northward, after passing the reviewing yacht Mayflower at 3:30 o'clock on Monday afternoon, it consisted of four battleships, three protected cruisers, three auxiliary cruisers and the second torpedo boat division of four destroyers.

The destroyers went ahead, taking the nland route, however, and arrived at Rockland vesterday. The cruiser Topeka and the auxiliary cruiser Prairie were detached from the column last night, the Topeka under orders to go to Bar Harbor, and the Prairie to Boston. The auxiliary cruiser Panther could not keep up with the rest of the column and was left to make her way to Rockland by the inland route. She got in early to-day. The gunboat Scorpion met the fleet at the western entrance to Long Island Sound on Monday night, and was told to follow the line.

When it arrived here the fleet consisted of the battleship Kearsarge (flagship of Rear Admiral Barker, Commander-in-Chief), the battleships Illinois and Alabama, battle ship Texas (flagship of Rear Admiral Sands), cruiser Baltimore, cruiser Olympia (flagship of Rear Admiral Coghlan), auxiliary cruiser Yankee (flagship of Rear Admiral Wise) and the gunboat Scorpion.

The expectation that the vessels would make fast time down Long Island Sound in order to get to the dangerous passage known as the Race as early as possible on Monday evening was not realized Owing to the two hours additional con-sumed in the review ceremonies, it was 10 o'clock at night before the Race was reached. No trouble was experienced. however, by any vessel in passing through

its rapidly moving waters. From the time it left Oyster Bay the fleet steamed steadily at a rate of ten knots an hour until 3:30 o'clock this morning, when thick fog was encountered. Speed was then reduced to five knots and shortly afterward the ships came to a dead stop. During the five hours that the fog prevailed the sirens were kept blowing and the closest watch was maintained to prevent collisions. All the ships that are to take part in the war games at Portland will coal here, beginning to-morrow.

BRYAN'S EULOGY AT A GRAVE. Pays a Tribute to His Friend Philo S. Bennett in New Haven.

NEW HAVEN, Aug. 19.-William J. Bryan delivered an address at the funeral this afternoon of Philo S. Bennett, who was killed accidentally in Idaho last week. He was also one of the honorary pallbearers. The address was made at the grave Mr. Bennett was one of the Presidential electors on the Bryan ticket in Connecticut in the last national election. Mr. Bryan said:

"It is sad enough to consign to the dust the body of one we love. How infinitely more sad if we were compelled to part with the spirit that animated this tenement of clay! But the best of man does not perish We bury the brain that planned for others as well as for its master, the tongue that spoke words of love and encouragement the hands that were extended to those who needed help, and the feet that ran where duty directed; but the spirit that dominated and directed all rises triumphant over the

"If the sunshine which a baby brings into a home, even if its sojourn is brief, cannot be dimmed by its death; if a child growing to manhood or womanhood gives to the parent a development of heart and head that outweighs any grief that its demise can cause, how much more does a long life full of kindly deeds, leave us indebted to the Father who both gives and takes away? The night of death makes us remember with gratitude the light of the day that has gone, while we look forward to the morn-

"To the young death is an appalling thing; but it ought not to be to thos advancing years warn them of its certain approach. In the course of nature the King of Terrors loses his power to affright us, and the interesting company on the farther shore makes us first willing and then anxious to join them. It is God's way."

Mr. Bryan left New Haven at midnight for Universely the refused to talk politics.

He refused to talk politics. Many local Democratic leaders called on

TO TEACH DRESSED AS NUNS: Supt. Skinner Gets Another Injunction

in Lima School Fight. ROCHESTER, N. Y., Aug. 19 .- Superintendent Charles B. Skinner of the Department of Public Instruction has filed another injunction in the Lima school fight. This one restrains Patrick Hendrick, a trustee of the school district in Lima, from levying the school tax. The fight involves the right of nuns to wear their religious garb

while teaching in the public schools.
Superintendent Skinner says he is desirous of hearing the appeal of Hendrick from a previous decision, but he enjoins Hendrick from taking any action until

this appeal is decided.

Hendrick, who represents the Catholics, says that he will carry the fight to the United States Supreme Court.

Important Change in the West Shore R. R. Ferry Service. Owing to repairs the Franklin Street terminal will be closed commencing 6:00 A. M., Tuesday, August 18th, and continuing until 6:00 A. M., Saturday, August 22d, during which period ferry will run to and from Pennsylvania R. R. terminal, foot Desbrosses St., N. R., on the same time as at present from Franklin Street.—Adv.

DELAY FINANCIAL LEGISLATION

DOUBTFUL IF LEADERS CAN AGREE ON BILL.

President Roosevelt May Not Urge a Curreney Measure at Special Session -Pennsylvania Politicians in a Lively Row at Oyster Bay About Hack Hire.

OYSTER BAY, N. Y., Aug. 19 .-- Aug. 19 .--The sub-committee of the Senate Committee on Finance, which was appointed to study the currency conditions and frame a measure for the relief of the situation, is, it is learned, as far from agreeing in anything now as it was at the time of the conference here a week ago, and Mr. Roosevelt, it is said, is by no means certain that the legislation which he desires will be taken up in the special session. The leaders in the House, and the Senate also, it is asserted, disagree widely in their views on the matter, and unless they get together with the sub-committee soon t will be impossible to draft a bill which will be at all satisfactory in time for introduction in the extra session.

The President, it can be said, will not recommend financial legislation in his message to the special session, unless the nembers of the sub-committee and the House and the Senate leaders get together on the subject. Some persons who have talked with Mr. Roosevelt on currency legislation recently say that they will be surprised if a financial measure comes up before Congress until after the next Presidential election

President Roosevelt had as his guests to-Kearns and Mrs. Kearns of Utah, Henry L. day Senator Stoddard of New York, Charles R. Skinner of the New York State Department of Public Instruction, John A. Sleicher of New York and H. H. Kohlsaat of Chicago. Senator Kearns was not at all enthusiasti bout financial legislation and said that he doubted whether any currency measure would be put through at the extra session

Mr.Kohlsaat also discussed proposed finan-cial legislation with the President. Mr. Sleicher, during his visit at Saga-more Hill, called the President's attention to the attitude of the Chinese Government toward the reform editors in Shanghai, and to the protests which have been lodged in the matter by Great Britain and Japan. One editor has been killed and others have been threatened with severe punishment or advocating certain reforms by the The editors are all Chinese subjects. The

action of the Government was laid before the foreign legations in China by the re formed editors and an appeal made for protection. Great Britain and Japan were the only countries to enter objections. The President, it is understood, told Mr. Sleicher that the matter had not come to his attention before, and assured him that it would be taken up and considered. Mr. Stoddard and Supt. Skinner were here merely to pay their respects to Mr. Roose

Thirteen Pennsylvania politicians of more or less importance, composing the Invita-tion Committee of the State League of Republican Clubs, came here this after-noon to invite the President to attend a connoon to invite the Fresident to attend a con-vention of the league in Wilkes-Barre on Sept. 24, and four of them got into trouble with the hackman who drove them to Sagamore Hill by refusing to pay the price select for the ride. rice asked for the ride. Representative Palmer of the Wilkes

Barre district, headed the committee. Four e delegation rode in Bill Herbert's Bill Herbert, like other hackmen here, always charges \$1 to carry a fare to Sagamore Hill and back. He says he told the four Pennsylvanians who got into his carriage so before starting. Anyway, he et them know it after they got back to the station, and they launched a big kick "Here take \$2," said one, "and be glad

fighting. Dave Shaw, who is also in the livery business, is bigger and stronger. Bill took the \$2, drove up town and got Dave and boarded the car in which

Dave and boarded the car in which the Pennsylvania delegation was seated, just as the train was pulling out.

The car contained a lot of other people. Dave introduced himself to the Keystone politicians in a tone that could be heard the length of the car, as follows:

"Say, I'm Dave Shaw, an' you fellers are the cheapest skates that hev' struck covered have to see the President Are

Oyster Bay yet to see the President. Are you chisselers goin' to cough up thet other two you owe for the rig. or are ye goin' to play the baby act and try to skin us?"

Just then one of the delegates crushed bill into Dave's hand. Dave left the car

t the next station.
The President regretted that he would have to decline the invitation, but promised to consider a proposition to go to Wilkes-Barre on the day after the convention and speak. Mr. Roosevelt said that he did not care to speak at a political meeting just

ILLNESS HASTENS A WEDDING. Secretary Mencely of the B. R. T., Recov

ering From Typhold, Marries Mrs. Gahn. Charles Dickinson Meneely, secretary and treasurer of the Brooklyn Rapid Transit Company, and Mrs. Emily Frances Gahn of this city were married yesterday, at Mr. Meneely's home, 91 Pineapple street, Brooklyn, by the Rev. Dr. Harry P. Dewey of the Church of the Pilgrims. It was originally intended that the marriage should take place on Sept. 9 at the bride's home, 111 West Forty-third street, but the illness of Mr. Meneely caused a change. He is now recovering from a severe attack of typhoid fever and hopes to be well

enough to leave town in ten days. Mr. Meneely has been with the Brooklyn Rapid Transit Company since 1895, and in 1900 succeeded Col. Timothy S. Williams as secretary and treasurer.

SAYS B. V. H. VINGUT STRUCK HIM. Constable Declares Horseman Resisted

Arrest for Riding on a Sidepath. SOUTHAMPTON, L. I., Aug. 19.-B. V. H Vingut, the New York horseman, was arrested here yesterday on a charge of having ridden a horse on a bicycle sidepath and was taken to Sag Harbor. Vingut brought a number of ponies down from New York to take part in the coming horse show here and yesterday morning started to ride from Sag Harbor to this place.

He took the bicycle sidepath and President W. B. Reimann of Sag Harbor village. dent W. B. Kelmann of Sag Harbor village, one of the Sidepath Commissioners, ordered him off. Vingut refused to leave. Reimann got a warrant for his arrest in a hurry and sent Constable Higgins after him. Higgins alleges that he overtook Vingut riding calmiy along the sidepath and placed him under arrest.

The prisoner appeared willing to ac-

The prisoner appeared willing to ac-ompany him, he says, and this threw him off his guard, but a moment later a blow on the head, which. Higgins thinks, was delivered with a riding crop, so dazed him that Vingut was a quarter of a mile away before Higgins knew what had happened. He summoned another constable and they followed to this place, where Vingut was

arrested.
Vingut has only one arm, but he showed fight again and the constables tied it to his side. He calmed down after that, and when he promised to go along quietly the rope was removed. He was taken to Sag Harbor, and J. L. Breese hurried over in a swift automobile and provided bail

NEGRO GUEST AT NEWPORT.

Joseph Loftin of North Carolina Invited North by Pembroke Jones.

NEWPORT, R. I., Aug. 19 .- Newport is to be called upon in a few days to entertain in some capacity one of the leading negro citizens and politicians of North Carolina. He is coming to Newport on the invitation of one of the society leaders. He is Joseph Loftin, and his host will be Mr. and Mrs. Pembroke Jones

Loftin has charge of Mr. Jones's estate at Arleigh, N. C. For several years he has arranged entertainments for some of the social leaders there. Loftin is one of the most prominent negroes in the South. He has never been North, and he has asked Mr. and Mrs. Jones to arrange a trip for him. Loftin will arrive in New York to-mor-

row and will remain there during the yacht races as the guest of Mr. and Mrs. Jones on board the steam yacht Narada, after which he will come to Newport. He piloted a party of society people on a coon hunt two winters ago, on which occasion the coor was shot by Mrs. Stuyvesant Fish and stuffed. It now occupies a conspicuous place at Crossways.

Loftin is a real Southern darky. as worked his way up from the cotton fields to the management of one of the finest estates in the South.

MAKING A NEW CANAL TREATY. The Colombian Legislature Only Objected to the Form of the Old One

William Nelson Cromwell, general counsel for the Panama Canal Company, made it clear last night that the supposed rejection of the Canal treaty by the Colombian Senate is not final. Mr. Cromwell said:

"I have just received from my representative at Bogota a cable dated Aug. 14, reporting that the Colombian Senate had, on the evering of the 13th, appointed a committee of three Senators to come to an agreement with the House of Representatives for the purpose of preparing a bill authorizing the Government of Colombia to make a treaty in form thus approved in advance by both houses of Congress.

"This confirms the statement I made on Monday concerning the supposed rejection of the treaty, namely, that the action was not a final disposition of the treaty.

"I have also received further cables stating that the report of the committee of the Colombian Senate was signed by seven out of nine members of the committee and recommended the approval of the treaty, with certain amendments, which further confirms my judgment that the action of the 12th instant was only against the treaty in the particular form submitted and did not, at all, indicate a termination of the treaty negotiations.

"As Colombia is bound to the United States by what I consider an international compact (by which it is obligated to the making of a satisfactory treaty), as well as by its own supreme interest, I have never doubted that Colombia would fulfit its high duties in that regard and every reasonable expectation of this Government. This action of the Colombian Congress, therefore, justifies my expectation that the subject will receive further and proper considera tion."

ment--In Effect Sept. 1. Police Commissioner Greene vesterday sent out a general order to the force calling the attention of policemen to three new laws regarding children which go into

effect on Sept. 1. The first law prohibits the sale of explosives to children under 16 years of age This is an old law that has been amended

to cover fireworks The second provides that if a child is arrested for a bailable offerce the child may be released in the custody of its parents on their promise to produce the ac cused in court at the time called for.

The third order refers to the new law regulating the sale of newspapers by children. This law prohibits boys under 10 and girls under 16 years from working in the streets. Boys above the required age must have a badge issued by the district superintendent of the Board of Education before they can sell newspapers or polish boots. For a violation of this law the offender may be sent to a reforma-

REVOLUTION IN STEEL MAKING. J. E. Stead Says He Has Made a Sensational

Special Cable Despatch to TRB SUN. LONDON, Aug. 19.-In connection with the British Iron and Steel Institute, which will meet at the beginning of September, at Barrow-in-Furness, J. E. Stead says he will disclose a discovery that will revolu-

tionize the manufacture of steel. He finds that by simply heating danger ously crystalline steel to a certain temperature, however bad the steel, it is possible to restore it to a normal condition and even to improve it.

SHEEP SURVIVE ON WARSHIP. Taken Unburt From Turret That Was Hit

by a Shell. Special Cable Despatch to THE SUN BREST, Aug. 19 .- The sheep which were

Mrs. Lamar the Purchaser-New Sui imprisoned in the turret of the French cruiser Suffren yesterday, to test the intensity of the shock when a shot from the battleship Massena was fired against it. were taken out alive and apparently uninjured. Bernard Smith, who is Mr. Lamar's brother-ODELL HERE FOR THE RACES. in-law. Mrs. Lamar was the purchaser,

Calls on Platt and Bruce and Talks Over the Outlook in Westebester.

Gov. Odell came down yesterday from Lake Mohonk, where he has been spending the time since he returned from his Western trip with Police Commissioner Greene. He called on Senator Platt at 49 Broadway, and in the afternoon saw M. Linn Bruce, the new president of the Republican County Committee

He also saw former Congressman William L. Ward of Westchester, where a vacancy is soon to be created by the resignation of Senator McClelland. The personality of the successful candidate, if a Republican is regarded as important to the organi-zation of the State Scrate. The Governor will see the races to-day from the private yacht of a friend. He expects to go to Oyster Bay Friday or Saturday to see the President.

See the Sights of New York Electric Hansoms, Victorias, Surreys, &c., to all points, including Coney Island. Each operator a competent guide. Telephone 2880 Columbus. New York Transportation Co.—Adv. DAN PATCH PACES IN 1:59.

GOES THE FASTEST MILE EVER MADE IN HARNESS.

Clina Quarter of a Second Off World's Record Before Crowd of 10,000 at Brighton Beach—Day Unfavorable -- Innovation in Way of Assistance.

Ten thousand excited spectators shouted hemselves hoarse at Brighton Beach yesterday when the champion pacer Dan Patch wiped out all existing harness records for one mile and put the figure 1:59 at the head of the list. There was no waiting for official announcement, for hundreds of watches had caught the mile faster than the time that was announced when the uproar had subsided so that the voice of the official could be heard.

When the crowd began to pass in through the gates a cold wind swept the grounds and rain fell in big, scattering drops. A more unfavorable day for a record-breaking performance could scarcely have fallen to the lot of a champion. Later in the day the wind abated and the air grew warmer, but it was far from a day when a horse would be seen at his best. It was for this reason that the announcement was made when the great horse was brought out that under existing weather conditions the horse would be started against the track record of 2:00% instead of the world's record of 1:59% which had stood since Star Pointer startled the horse world by passing the two-minute mark.

Two runners were sent with Dan Patch. one to precede him and break the force of the wind and the other as a prompter. At the second score Driver McHenry nodded for the word, but there was really little interest at this time, for few believed Patch

would even excel his former performance. When the quarter mile pole was reached and hundreds saw that the clip had been faster than a two-minute gait there was a general awakening of interest. The timers hung out 0:291/2, and by the time it was displayed many watches had clicked at the half and the figure 0:58% appeared on the timing stand. Then everybody realized that a record-breaking performance was to come, for if the horse came home in an even minute, the record was beaten away off and he really had a leeway of one-half second more to equal the mark. At the three-quarters 1:29% marked the time. and that left him only 30 seconds, for he had fallen away a trifle around the second

turn. Then it was for the first time that McHenry gathered the horse together for a final and decisive struggle. The runner in advance began to tire, and the spectators, wild with excitement, began to shout to him to get out of the way. Without a falter him to get out of the way. Without a falter the king of pacers swept under the wire winner of the highest honors that have yet come to a harness horse. The officia time announced was 1.59, but the number o watches on the grounds that recorded i faster was too great to be counted. In this connection it may be said that no spectator

connection it may be said that no spectator has the opportunity to time correctly to a fraction of a second, as the official timers have, and the latters' decision is usually the correct one. In this case all the watches held by official hands recorded the same. It was more than a remarkable performance—it was a great one. The time by separate quarters was 0.29½, 0.29½, 0.20½, 0.30½, 0.29¾. How much, if at all, the horse and sulky in front helped Dan Patch is a 0.29%. How much, if at all, the horse and sulky in front helped Dan Patch is a question that is still being discussed with varying opinion. Some believe the horse and sulky were of no assistance, while others credit the plan with at least two seconds. It is the first time such an inno-

vation has been tried by a record breaker. Dan Patch has never before, unde most favorable conditions of weather and track, been able to pace as fast a mile and he has been driven in many attempts. Yesterday under conditions that were decidedly adverse, but with a runner and sulky in advance to shelter him, he eclipsed all his former efforts at the first attempt.

SON BORN TO MRS. C. O. ISELIN The Boy May Inherit the Goddard Fortune

-The President Congratulates. NEW ROCHELLE, N. Y., Aug. 19.-Con gratulations to Mr. and Mrs. C. Oliver Iselin upon the arrival of a son at their All View home, Premium Point, this morning, are pouring in. The baby weight eight pounds and six ounces, and it was reported that Mrs. Iselin and the child were

doing nicely. At 9 o'clock this morning, when the baby arrived, Mr. Iselin was on the Reliance, off Sandy Hook. A message was sent to him and he hurried home, reaching New Rochelle at 4 o'clock in the afternoon. Mrs. Iselin has not missed an international

vacht race since her husband has been interested in Cup defenders, and her mother will report every movement of the Reliance and Shamrock to-morrow from the time they cross the line to the finish of the race Mr. Iselin's daughter communicated the news to their friend Miss Alice Roosevelt at Oyster Bay, and Miss Roosevelt and the President sent their heartiest congratula-

tions. The baby is the first to arrive at the Iselin mansion in fifteen years. Mrs. Iselin was Miss Hope Goddard of Providence, the only daughter of Mr. and Mrs. William Goddard. She has been married to the yachtsman about nine years. and this is their first child. The infant it is expected, will inherit the Goddard millions. The yachtsman has four other

children, but they are all by his first wife. LAMAR HOUSE SOLD AT AUCTION

Against Lamar-McMahon Still Missing. SEABRIGHT, N. J., Aug. 19 .- The country home of David Lamar, on the Rumson road, was sold at Sheriff's sale yesterday to satisfy the claim held by the A. G. Spalding estate. The property was held by

settling the Spalding foreclosure suit. There is a first morrgage of \$50,000 on the property, which is said to be held by William E. Strong of New York. The property is worth over \$100,000. This afternoon another suit was begun against Mr. Lamar. George Hansen, a gardener, sues to recover wages alleged to be due. Mr. Smith says that Hansen has been paid, Mr. Lamar having settled in

full with the head gardener some days

Hansen says that he old not receive his James McMahon is still missing. His wife is at Long Branch. It is believed that McMahon is staying away in order to avoid witness against being locked up as a witness against

Trolley Car Kills a Deer.

GLENS FALLS, N. Y., Aug. 19 .- A large mick was killed last night on the trolley racks between this village and Lake George. The buck stood on the curve near Bloody Pond and was not seen by the motorman until he fell under the blow from the car. The deer was evidently attracted and held

MADE HIS CAPTOR PRISONER.

Chicago Thief Transfers Handouffs to Sleeping Detective and Gets Away. DENVER, Col., Aug. 19 .- When William Marsden, a Chicago detective, awoke on a Union Pacific train at Cheyenne, Wyo., to-day he found himself in irons and was taken on to Sidney, Neb., before a telegram identifying him was received by the

conductor When Marsden went to sleep near Raw lins, Wyo., Albert Ecklund, alias George Johnson, who is wanted in Chicago for

theft, was his prisoner and in irons. While the detective slept Ecklund stole his keys, unlocked the handcuffs, placed them on Marsden and left the train Marsden left the train at Sidney and went back to endeavor to trace and recapture his slippery prisoner.

RAND, M'NALLY & CO. TO MOVE. Firm Says Labor Unions Have Driven Them Out of Chicago.

CHICAGO, Aug. 19 .- Rand, McNally & Co., one of the largest publishing houses n the country, employing more than 1,000 persons, is preparing to move its two big plants from Chicago in order to escare labor troubles. For some time the company has had several sites under conemplation.

Officials of the company said to-day that it was impossible to maintain a plant like theirs in Chicago and meet the demands of the unions and compete with the jobbing

VICAR-GENERAL SWIFT RESCUED. Swam Beyond the Life Lines at Rockaway

and Was Brought Ashore Unconscious. The Rev. John R. Swift of Trov. Vicar-General of the Albany diocese, had a narrow escape from drowning on Tuesday afternoon at Far Rockaway. He was saved through the bravery of Andrew Maloney, the night clerk at the Ocean House.

Father Swift was bathing at Caffrey beach and, being a good swimmer, went out beyond the ropes. He tried to swim back, but, owing to the strong undertow ne became exhausted and cried for help.

Maloney started out to help him, but before he could reach him the priest sank When he came to the surface again Maloney grabbed him. Father Swift threw his arms around Maloney's neck and both went down. When they came to the sur face Maloney got a better hold and after great difficulty managed to get Father Swift ashore. The Vicar-General was unconscious, but was revived after an hour's hard work.

FORWARDED TO ROOSEVELT. Letter of a Father, Proud Over His Third

Set of Twins, Sent on by Gov. Durbin. INDIANAPOLIS, Aug. 19.-Cov. Durbin received a letter from Stephen A. Reese of New Albany to-day saying that his wife had just presented him with twins, the third in succession that have come to them. He wanted to know if the State offers a bounty or any kind of a prize for

occurrences of that kind. The Governor replied with a congretulatory letter, and said that he was sorry the Legislature had never taken up the question of State aid to fathers and mothers who increased population at such a ratio, but as Governor of the State he would say that the Reese parents were entitled to be honored by all men.

Gov. Durbin then enclosed the Reese letter in one to President Roosevelt in which he called attention to the six young Reeses and asked if the Chief Magistrate did not hink that Reese is entitled to be ranked with those who are trying to counteract the efforts of race suicide.

LONG TRAMP OF TWO BOYS.

Franko and Winkel Heard From on Their Walk Around the World. Morris Franko, formerly a member of the American Literary Society of the Educaional Alliance, and William Winkel, who started on a tramp around the world about

a year ago, have been heard from for the first time since they left this city. The boys wrote that they had walked more than 3,000 miles through the western part of the country and had just crossed the mountains in eastern Tennessee. They are now heading southwest. When they reach Mexico they will continue south through the Central American States. Robert E. Simon of this city, formerly

the director of the American Literary Society, says that the young globe trotters left New York without funds, and by lecturing and doing odd jobs have been able to support themselves thus far. The subjects of their lectures are "New York and the New Yorkers" and "Tobacco Growing in the United States." They write that they have no idea when they will return to New York.

SUES RUSSELL SAGE FOR \$15,000.

E. C. M. Rand Wants Pay for Services to the Hastings and Dakota Rallway. St. PAUL, Minn., Aug. 19.—Russell Sage has some new litigation on his hands as a result of his connection with the Hastings and Dakota Railway Company. In his capacity as assignee of that company,

day by E. C. M. Rand of New York. The latter alleges that he did services for Mr. Sage during the five years from 1897 to 1902 in relation to the Hastings and Dakota land grants. These services, he says, were very valuable. They consisted in part of handling the litigation, effecting settlements, doing the advertising and many other things which redounded to

\$15,000, brought in the District Court to-

the value of the property in question. FOR A FARMERS TRUST. Plans to Be Considered at a Convention

in Chicago on Sept. S. CHICAGO, Aug. 19.-Plans for combining farmors, fruit growers, dairymen and all other producers of natural food products into a national organization for the purpose of controlling the distribution of were considered at a conference held at the Grand Pacific Hotel here this afternoon.

plans of organization. Take the Educational Sight Seeing New York Yacht. 1,000 points of interest explained by expert lecturer; 3 hours sail from foot 22d st., N. R., 10 A. M. and 2:30 P. M.—Ads.

CUP YACHTS READY TO START

PRICE TWO CENTS.

RELIANCE AND SHAMROCK MEET IN FIRST RACE TO-DAY.

Both Boats Out Sailing Yesterday Morning -Shamrock Remeasured and Now Gets 1 Minute 57 Seconds' Time-Sir Thomas Greets Countess of Shaftesbury

The Shamrock III., representing the Royal Ulster Yacht Club, and the Reliance, representing the New York Yacht Club. will meet to-day in the first race of the series for the America's Cup. It will be the thirteenth time that the ownership of that celebrated trophy has been in dispute, and in all the former races the Ameri-

can boat won. The yachts will be started as near to 11 o'clock as practicable, but if there is no wind at that time, or if anything should have happened to delay the start, the preparatory signal will be made on some even quarter of an hour after that time: but it has been agreed by both sides that no race shall be started after 1:30 o'clock. The start is to be made from off the Sandy Hook lightship if possible, but if the wind is from some quarter that makes it impossi-,ble to lay a windward or leeward course from the Sandy Hook lightship, then the starting point will be shifted further out

To-day's race is to be fifteen miles to windward or leeward and return. If the wind holds true it will be a fair test of the two boats, and, as it is conceded that Shamrock III.'s best point of sailing is turning to windward; it is fair to assume that as to-day's race will go so the series will

The preparatory signal will be made at 11 o'clock. The tugboat Navigator, on which will be the Regatta Committee, will be anchored at the starting point, making a line at right angles to the course. The preparatory signal will be the hoisting of the blue peter cone and a gun will be fired to call attention to it. From that moment the two yachts will be in the hands of the Regatta Committee and they will manœuvre for the favorable position. They will be amenable to all the rules from the time of the preparatory gun. Ten minutes after the preparatory signal a warning gun will

be fired and a red ball will be hoisted. Five minutes after the warning the blue peter cone will be run down, a second red ball hoisted and a gun fired. This is the starting signal, and the yachts will then have two minutes in which to cross the line. Each vacht must cross after the starting gun is fired and before the expiration of the two minutes, when a handicap gun is to be fired in order to have the actual time of crossing the line taken. If either boat crosses after the end of the two minutes, it is timed as having crossed when the handicap signal is made. When the yachts have started five and a half hours is allowed

them in which to get over the course. There will be an immense fleet of excursion steamers, tugs and yachts outside Sandy Hook to-day. It has been reported that more than a hundred excursion steamers and tugs have been chartered by clubs and private parties, and many public excursions are to be run. Nearly all the steam vachts that are in commission will be at the race, and many of them were anchored inside the Horseshoe last night in order to be on hand to start out with the racing boats. Another fleet of steamers was at anchor off the Atlantic Yacht Club house at Sea Gate. More were off Tompkinsville, where the revenue cutters that are to have charge of the course were at anchor. There were many of the larger boats at anchor off Communipaw. Bay Ridge and off Twenty-third street in

the East River. The committee boat to-day will be the tug Navigator. On this boat will be the Regatta Committee, S. Nicholson Kane chairman; Newbury D. Lawton and Edward H. Wales. There will be a fleet of tugs to assist in the Regatta Committee's work. The John G. Scully, in charge of Lieutenant-Commander W. J. Sears, U. S. N., will log off the course; the Coastwise, in charge of Lieutenant-Commander H. C. Poundstone, U. S. N., will be the guide vessel, and the Unique, in charge of Commander Henry

Morrell, U. S. N., will be the emergency

vessel, and should the starting line be shifted the Unique will be the stakeboat. The members of the Committee on Cup Challenge will be the guests of ex-Commodore J. Pierpont Morgan on the steam yacht Corsair, and the members of the New York Yacht Club and their guests will witness the races from the steamer Monmouth. The members of the Larchmont Yacht Club will be on board the big Sound steamer Plymouth. The Atlantic Yacht Club members and members of the Crescent Athletic Club will be on the steamer Taurus. The Seawanhaka Corinthian Yacht Club members will watch the contest

from the steamer Gav Head. After the Shamrock had been measured on Tuesday afternoon, Designer Fife, in looking over the measurements and studying the rules, found that by changing the position of the throat halliard block he could reduce the racing length of the Shamrock, which would entitle that yacht to more allowance and at the same time make no difference in the actual sail spread. The length of the topmast is taken from the throat halliard block to the topmast halliard block; then 80 per cent. of this length is figured, and the difference between the 80 per cent, and the length of the gaff is added to the base line in calculating the measurement. By lowering the throat halliard block three feet the length of the Mr. Sage is made defendant in a suit for measurement of the topmast was increased, and naturally the 80 per cent. measurement was increased, so that the difference between the 80 per cent. of the topmast and

the length of the gaff was reduced. Under the original measuring the racing length of the Shamrock was 104.77, but, with the three feet difference in the topmast length, the racing length is now 104.37, and Shamrock's allowance is increased from 1 minute 45 seconds to 1 minute 57 seconds. In a race that is sailed in about four hours this means that Shamrock will have about a quarter of a mile the better of it. In a race that is sailed near record time she will have still

more advantage. Measurer Charles D. Mower went down to the Horseshoe yesterday afternoon and made the new measurement, and the figures were given out at the New York Yacht Club last night.

It was a busy day with the racing vachts t was decided to hold a farmers' convention yesterday. Early in the morning they in Chicago on Sept. 8 to consider detailed were out for a short spin to try their gear and give a final look to the sails before the contest. There was a nice southerly wind blowing outside the Hook, and shortly before 10 o'clock the Reliance, carrying